



VF-213
DEPARTMENT OF THE NAVY
UNITED STATES PACIFIC FLEET
FIGHTER SQUADRON TWO HUNDRED THIRTEEN
FPO SAN FRANCISCO 96601

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IN REPLY REFER TO:
VF-213/05:jjg
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Ser 127

1 MAR 1972

REGISTERED AIR MAIL

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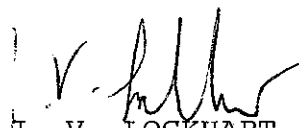
From: Commanding Officer, Fighter Squadron TWO HUNDRED THIRTEEN
To: Chief of Naval Operations (OP-05D2)

Subj: Command History; submission of (u)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Squadron History for Calendar Year 1971

1. (u) In accordance with reference (a); enclosure (1) is forwarded as OPNAV Report 5750.1.


J. V. LOCKHART

Copy to:
Director of Naval History (OP-09B9)
Washington Navy Yard, Washington, D. C. 20390

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HISTORY

Command Organization and Relations

Fighter Squadron TWO HUNDRED THIRTEEN is a component of Attack Carrier Air Wing ELEVEN and is home ported at the Naval Air Station Miramar, California. The primary mission of this F4J equipped squadron is to provide all weather air superiority for the fleet. The secondary mission of the squadron is to supplement the air wing attack capabilities for conventional weapons delivery. Commander Ronald D. WITTHOFT, USN was the Commanding Officer from 26 June 1970 until 16 June 1971 when he was relieved by Commander John V. LOCKHART, USN, in ceremonies held aboard USS KITTY HAWK (CVA-63).

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Operations

Deployment in USS KITTY HAWK (CVA-63)

The New Year found the Black Lions in Subic Bay, Republic of the Philippines enjoying an inport period following the first line period of this cruise in USS KITTY HAWK (CVA-63). KITTY HAWK sailed from Subic on 10 January and the second line period commenced on 12 January. The ship operated on a one hour and forty-five minute cycle requiring the F4J to carry a 600 gallon centerline tank. When configured as bombers the aircraft carried 3,000 lbs. of ordnance, two AIM 7E2 Sparrow III missiles, and two AIM 9G Sidewinder missiles. For combat air patrol and photo escort the aircraft carried two AIM 7E2 and two AIM 9G missiles.

During this period sorties were evenly divided between CAP missions in the Gulf and strike/photo escort missions over land. The strike missions were flown mainly in the STEEL TIGER area of Laos more specifically against the interdiction areas in the Mu Gia and Ben Kari Pass regions. The squadron flew 382 sorties for a total of 799.1 hours. The Black Lions amassed 221 day carrier landings and 162 night landings dropping 299 tons of ordnance. On 4 February KITTY HAWK departed the line for Subic Bay and Hong Kong.

At the completion of five welcome days in Hong Kong KITTY HAWK arrived on station on 20 February. Again the targets were almost exclusively in the STEEL TIGER area of operations until in early March when the South Vietnamese began their invasion of Laos. KITTY HAWK was then committed to heavy close air support in both Laos and South Vietnam. To cover the invasion and subsequent withdrawal KITTY HAWK was extended on the line for three more weeks. During this period the Black Lions flew 657 sorties for 1284.3 hours including more than 1,000 hours in the month of March and dropped 437.5 tons ordnance. The line period ended on April 2 and KITTY HAWK sailed for Subic.

After a short inport period KITTY HAWK returned to the line on 10 April for a line period that would last until 26 April. Targets were the infiltration routes in Laos. VF-213 flew 294 sorties for a total of 638 hours while dropping 208.5 tons of ordnance. In addition to strikes in Laos the squadron participated in a protective reaction strike on Quang Lang Airfield in North Vietnam. The squadron received its only battle damage of the cruise when an F4J piloted by LT (b) (6) and his RIO LT (b) (6) was slightly damaged by four SAMS while attempting to intercept a MIG at night over North Vietnam.

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The aircraft recovered safely aboard KITTY HAWK with only minor damage. On 26 April KITTY HAWK sailed for Subic Bay.

After another short stay in the Philippines the Black Lions began their fifth line period on 3 May. The targets were again in STEEL TIGER although weather forced some strikes to divert to South Vietnam. The squadron flew 209 sorties for 479.7 hours and dropped 88.9 tons of ordnance before sailing for Sasebo, Japan on 17 May.

Following a six day stop in Sasebo KITTY HAWK commenced her last line period on 1 June. The Black Lions flew 219 sorties for 636.0 hours and dropped 199.6 tons of ordnance before leaving the line for the last time on 23 June for Subic Bay.

KITTY HAWK stopped for a last look at Subic Bay and sailed for San Diego on 1 July. On 3 July the fighters were ordered into an ALERT 5 Condition CAP for possible BEAR overflight. On 5 July five (5) TU95 BEAR reconnaissance bombers were picked up on the ship's radar. Six Black Lions were launched along with other fighters from VF-114. Four of the Russians were intercepted outside of 100 miles and the fifth, a tanker, stayed out of range. All aircraft recovered without incident. The transit proceeded uneventfully and after a brief stop in Hawaii the squadron flew in to Miramar on 16 Jul 1971.

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Training Cycle

After a three week standdown and leave period the Black Lions training cycle began in earnest in the middle of August. Initial emphasis was placed on air intercept radar training with aircrews becoming proficient in all aspects of the AWG 10 Weapons system. The I5C4 ground simulator and the weapons system trainer were extensively used to augment this training. Practical experience under actual conditions was gained through participation in fleet exercise ROPEVAL 3-71 in September.

Gradually the emphasis shifted to ACM training. To prepare for this two crews were sent to the Navy Fighter Weapons School and returned to prepare the squadron for advanced tactics against dissimilar aircraft.

October brought preparations for the conventional weapons deployment to NAF El Centro, California. After several warm-up weapons sorties the squadron departed for El Centro the first week in October for two weeks of intensified training in conventional weapons delivery and tactics. The aircrews became proficient and complexed on standard raked targets then moved on to FAC controlled close air support on stationary and moving targets. The last several days were devoted to formation of ALPHA strike tactics. During the deployment the Black Lions expended 24,975 lbs. of MK76 practice bombs, 27 tons of live ordnance and 72 ZUNI rockets.

On the return from El Centro ACM training began in earnest with 2 on 1 and 2 on 2 sorties against F4s and F8s. Weapons system proficiency was maintained in a series of missile exercises in early November. This training culminated in the last weeks of November when the squadron received advanced tactics training against NFWS A4Es.

In November increased emphasis was placed on carrier operations and aircrews carqualed on USS KITTY HAWK in the middle of the month. Night mirror landing practice was also emphasized during this period.

The first week in December found the Black Lions at NAAS Fallon, Nevada with CVW-11. The week of training included work with FAC's electronic warfare training on the Wilson Range and concentrated Air Wing Operations. VF-213 dropped 2950 lbs. of MK76 practice bombs and 30 tons of live ordnance. The Black Lions returned to Miramar for two weeks of tactics, mirror landing, landing practice and air refuel-

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ing flights before ending the year with a Christmas standdown.

The officers and men of Fighter Squadron TWO HUNDRED THIRTEEN are proud of their many achievements during calendar year 1971 which included the CNO Safety Award. VF-213 participated in one of the most successful cruises in Navy history and returned without an operational or combat loss. Capitalizing on the pride and proficiency gained on this cruise VF-213 spent the rest of the preparing for the next cruise with the professionalism and spirit that is the traditon of the Black Lions.

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SPECIAL TOPICS

Safety 1971

- (1) Total hours flown 5479.0
 - a. Day - 4159.9
 - b. Night - 1319.2
- (2) Total CVA landings - 2005
 - a. Day - 1449
 - b. Night - 556
- (3) Aircraft Accidents
 - a. 1-72A LT (b) (6) LT (b) (6) training loss of A/C 157253 on 9 September 1971.

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Fighter Squadron TWO HUNDRED THIRTEEN

Commanding Officer's Biography

Commander Ronald D. WITTHOFT, U. S. Navy

Commander Ronald D. WITTHOFT was born in (b) (6) in (b) (6). He completed high school there and graduated from (b) (6) in 1953. In September of that year he entered the Naval Aviation Cadet program at NAS Pensacola, Florida, receiving his Naval Aviator's wings and commission as Ensign in March, 1955.

Commander WITTHOFT's first fleet tour was with Fighter Squadron ONE HUNDRED TWELVE flying the F9F COUGAR and the F3H DEMON. Completing two WESTPAC deployments, he then joined Fighter Squadron ONE HUNDRED TWENTY-ONE in March, 1959, as an instructor and Landing Signal Officer flying the DEMON and the new McDonnell-Douglas F-4B which was just being introduced into the Fleet.

In June, 1963, Commander WITTHOFT returned to sea duty and WESTPAC with Fighter Squadron ONE HUNDRED FORTY-NINE serving as Maintenance Officer and Operations Officer. Returning to shore duty in July, 1965, Commander WITTHOFT earned his BA degree at the Naval Postgraduate School, Monterey, California. He next reported to VX-4 at Point Mugu, California, serving as Administrative Officer and Assistant Projects Officer flying F4 and F8 aircraft on CNO assigned operational test and evaluation projects.

In early 1969 Commander WITTHOFT received orders as Executive Officer of the "Black Lions" of Fighter Squadron TWO HUNDRED THIRTEEN. After refresher training at Fighter Squadron ONE HUNDRED TWENTY-ONE, he joined the "Black Lions" during WESTPAC cruise in June, 1969. In June 1970, Commander WITTHOFT took command of the Squadron at a ceremony on the parade ground of NAS Miramar, California.

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Fighter Squadron TWO HUNDRED THIRTEEN

Commanding Officer's Biography

Commander John V. LOCKHART, U. S. Navy

Commander John Van Gundia LOCKHART was born in (b) (6) on (b) (6) the son of (b) (6). He entered Yale University in New Haven, Connecticut in 1951 under the NROTC plan and graduated in 1955. He was designated a Naval Aviator on 25 October 1956.

In February 1957 CDR LOCKHART reported to VF-102 at Cecil Field, Florida flying F4D SKYRAYS and made two deployments to the Mediterranean on board USS FORRESTAL.

Upon completion of sea duty in September 1960, he was ordered to VF-101 Detachment Alfa at NAS Oceana where he took part in the Fleet introduction of the F4. He remained with VF-101 in the capacity of flight instructor until February 1964. He was then ordered to the Staff, Commander Operational Test and Evaluation Force in Norfolk, Virginia and was assigned to the Fighter Developments Branch.

Returning to sea duty with VF-84 in December 1964, CDR LOCKHART deployed to Southeast Asia on board USS INDEPENDENCE where he flew 112 combat missions. He holds the Distinguished Flying Cross, 17 awards of the Air Medal, three Navy Commendation Medals with Combat "V", the Navy Unit Commendation (2) and the Naval Expeditionary Medal (Cuba). After completing a deployment to the Mediterranean in January 1966 CDR LOCKHART attended the Armed Forces Staff College in Norfolk, Virginia. On completion of this assignment, he reported to VF-121 in July 1967 as Maintenance Officer and Executive Officer.

Commander LOCKHART reported to Fighter Squadron TWO HUNDRED THIRTEEN as Executive Officer in June 1970. In June 1971, Commander LOCKHART took command of the Squadron at a ceremony aboard USS KITTY HAWK.

Commander LOCKHART is married to the former (b) (6) of (b) (6) and resides with their children, (b) (6) at (b) (6).

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28 Oct 1971

From: Commanding Officer, Fighter Squadron TWO HUNDRED THIRTEEN
To: MEN OF FIGHTER SQUADRON TWO HUNDRED THIRTEEN
Subj: Commendation for Outstanding Performance

1. The Naval Aviation Safety Award Plaque for the most outstanding safety record among United States Naval Air Force, Pacific Fleet, fighter squadrons during fiscal year 1971 was presented to Fighter Squadron TWO HUNDRED THIRTEEN by the Chief of Naval Operations, Admiral E. R. ZUMWALT, JR. with the following citation:

"The Chief of Naval Operations takes great pleasure in awarding Fighter Squadron TWO HUNDRED THIRTEEN the 1971 Naval Aviation Safety Plaque for the most outstanding safety record achieved among fighter squadrons in the United States Pacific Fleet."

The accomplishment of this record is the result of competent leadership, superior technical skills and outstanding airmanship. This performance is in keeping with the highest traditions of the United States Naval Service.

E. R. ZUMWALT, JR.
Admiral, United States Navy
Chief of Naval Operations

2. As a member of Fighter Squadron TWO HUNDRED THIRTEEN, you have contributed materially to the safety record achieved by the "Black Lions" during fiscal year 1971. During this period, the squadron amassed 6,381 total flight hours and 2,796 carrier landings. This record is particularly significant because the majority of the past year's operations were in the Gulf of Tonkin, aboard USS KITTY HAWK (CVA 63). Such an achievement represents a year of hard work and attention to detail by all hands. Your tenacity, your professionalism and your continuous desire for excellence in all your assigned tasks have been key factors in the superb performance of this command. You may take great pride in the recognition afforded by this award. It is with great pleasure that I commend you for a job well done.

3. A copy of this letter will be made a part of your service record.

J. V. LOCKHART

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THE SECRETARY OF THE NAVY
WASHINGTON

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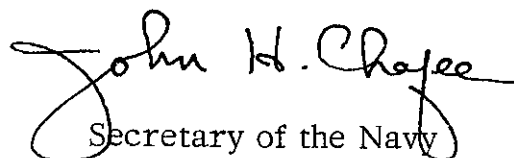
The Secretary of the Navy takes pleasure in presenting the
NAVY UNIT COMMENDATION to

USS KITTY HAWK (CVA-63)
and
ATTACK CARRIER AIR WING ELEVEN (CVW-11)

for service as set forth in the following

CITATION:

For exceptionally meritorious service from 7 December 1970 to 24 June 1971 while engaged in combat operations in Southeast Asia in support of United States national policy. As a unit of Task Force SEVENTY-SEVEN, USS KITTY HAWK and embarked Air Wing ELEVEN conducted sustained interdiction operations which inflicted extensive damage and destruction to communications and transportation networks of vital importance to enemy operations. This ship/air wing consistently displayed exceptional airmanship, aggressiveness and diligence in support of the interdiction campaign and in meeting all operational commitments during a long and arduous deployment. The determination, perseverance and devotion to duty demonstrated by the officers and men of USS KITTY HAWK and Air Wing ELEVEN reflected great credit upon themselves, their ship and the United States Naval Service.


Secretary of the Navy

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Fighter Squadron TWO HUNDRED THIRTEEN
Flight Summary

CRUISE

Flight hours

Arrested Landings

	<u>Total</u>	<u>Day</u>	<u>Night</u>		<u>Day</u>	<u>Night</u>
JAN	704.4	435.2	269.2		190	134
FEB	429.1	303.5	125.6		138	54
MAR	1022.8	710.7	312.1		314	166
APR	652.9	543.6	109.3		226	59
MAY	522.2	424.5	97.7		181	62
JUN	599.4	506.5	92.9		224	58

Training Cycle (July - December 1971)

Flight hours

Arrested Landings

	<u>Total</u>	<u>Day</u>	<u>Night</u>		<u>Day</u>	<u>Night</u>
JUL	41.9	41.9	00.0		6	0
AUG	240.6	220.2	20.4		0	0
SEP	289.6	242.9	46.7		20*	0
OCT	404.9	327.4	77.5		0	0
NOV	318.8	224.5	94.3		150	23
DEC	252.4	178.9	73.5		0	0

*Landings accumulated aboard CV-63 during ACLS tests.

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Aircraft in VF-213 Inventory during 1971

F4J	BUNO NO.	157242
F4J	BUNO NO.	157243
F4J	BUNO NO.	157247
F4J	BUNO NO.	157250
F4J	BUNO NO.	157251
F4J	BUNO NO.	157254
F4J	BUNO NO.	157255
F4J	BUNO NO.	157256
F4J	BUNO NO.	157258
F4J	BUNO NO.	157265
F4J	BUNO NO.	157272
F4J	BUNO NO.	157273
F4J	BUNO NO.	155885
F4J	BUNO NO.	157253*

*Training Loss

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